

ing the receipts and expenditures of the company to the 31st of Dec. last, is handed over to the committee, and other statements connected with this inquiry, all of which are endorsed and numbered in the following order, viz:

No. 1—Treasurer's abstract of receipts and expenditures to 1st of Dec. 1837.

No. 2—Statement exhibiting the cost of the Chesapeake and Ohio canal to 1st Dec. 1837.

No. 3—Detailed statement exhibiting the cost of the Chesapeake and Ohio canal to 1st Dec. 1837.

Paper marked A—Estimate of Alfred Cruger, 20th March, 1834.

B—Eighth annual report of the president and directors, to which is appended their memorial to the legislature, in reference to the estimate, and also the estimates of Mr. Fisk and Mr. Purcell.

C—Estimate of C. B. Fisk, June 1st, 1836:

D—Estimate of C. B. Fisk, Dec. 1st. 1836.

E & F—The information intended to be given by these papers, is contained in the letter of C. B. Fisk to the president of the company, of this date, Feb. 5th, 1838.

G—Estimate and report of C. B. Fisk, June, 1835.

H—Report of the commissioner on acquisition of lands.

I—Report of C. B. Fisk on survey from Cucapon to South Branch, Dec. 31, 1835.

K—Estimate of C. B. Fisk, 31st Dec. 1835, between the South Branch and Great Cucapon rivers.

L—Estimate of C. B. Fisk, September, 1837, of the work let that month.

M—Letter of C. B. Fisk, chief engineer, to the president of the company, giving information called for by the letter of the chairman of the committee.

Having answered the several interrogatories propounded to me by the committee, I respectfully ask leave to submit a few observations, in connexion with the subject matter before the committee.

The early completion of the Chesapeake and Ohio canal to Cumberland, is a result to which every enlightened citizen of the State must look with deep solicitude; and never since the commencement of that great enterprise, has its friends been cheered by better prospects of its early and successful termination, than during the past year, notwithstanding the difficulty and embarrassments with which it has been beset; and it would be deemed a public calamity should any unfortunate circumstance arrest its vigorous prosecution.

The canal when made to Cumberland, will develop the vast mineral wealth of that region, which of itself will furnish an ample remuneration for the cost of its construction; but when to this is added the agricultural productions of the country, the lumber, lime, &c. and also the transportation of products from the valley of the Ohio, and the following trade in the west, which will be attracted to Cumberland, who doubts its becoming a fruitful source of revenue to the State, increasing her resources and promoting the general welfare of her citizens.